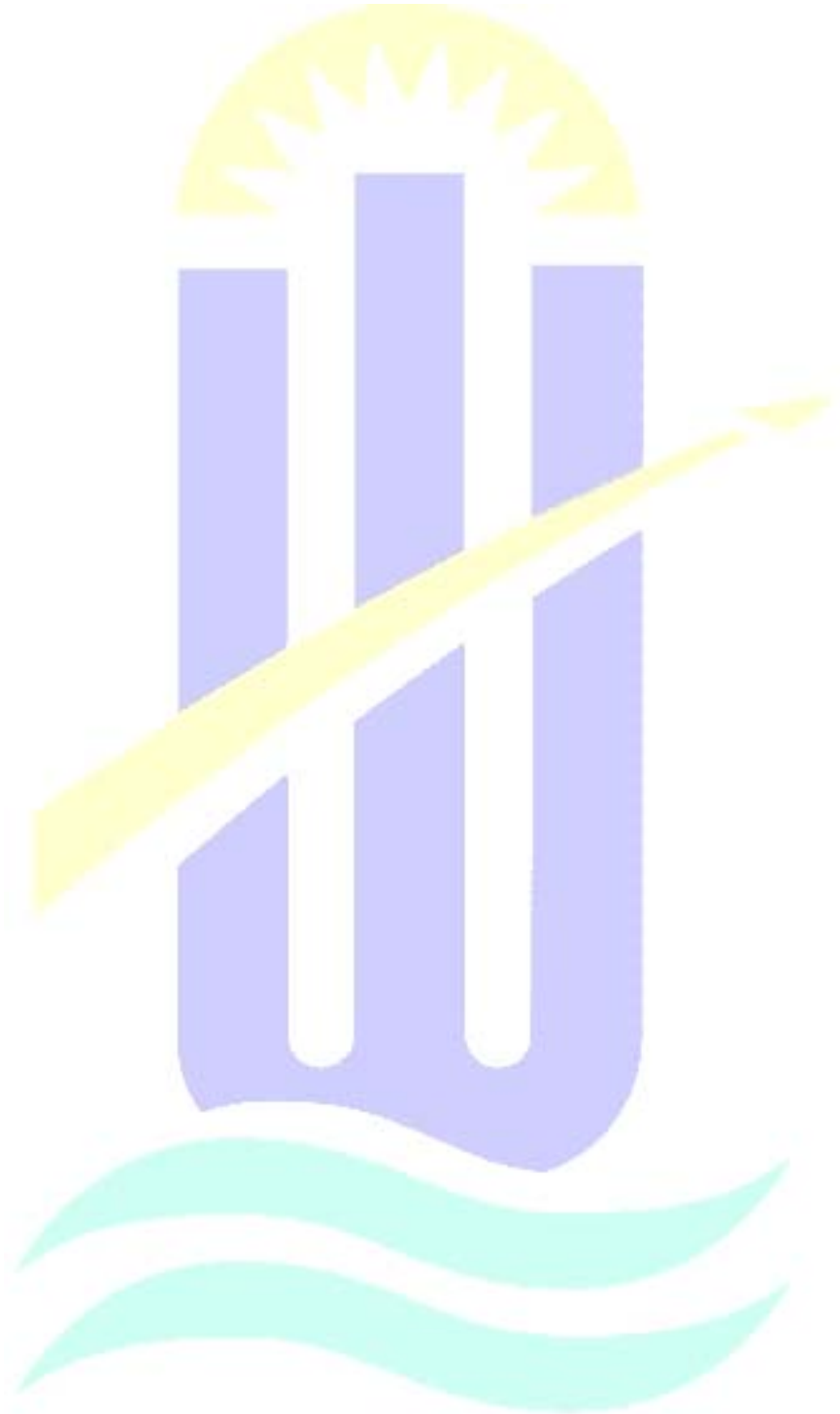


# Debt Service & Capital Improvements







***The Debt Service Fund provides for the repayment of government debt, collateralized by the full faith and credit of the City's taxing authority.***

## OVERVIEW

Funding sources for debt payment include property taxes, sales taxes, transfers from other funds, special assessments and interest earnings.

The City's Debt Policy is:

- long-term borrowing (bonds) is confined to capital improvements and self-insurance programs;
- short-term debt is used for bond anticipation purposes;
- revenue bonds are issued for projects of enterprise funds;
- an aggressive retirement program be maintained for existing debt, 10 years for City at-large debt and 15 years for most special assessment debt;
- general obligation debt finances general purpose public improvements which cannot be financed from current (pay-as-you-go) revenues;
- special assessment general obligation debt is used to finance special benefit district improvements; and
- a minimum Debt Service Fund reserve of \$3 million be maintained.

A component of the debt policy is compliance with the legal debt limit. According to Kansas statutes (K.S.A. 10-308), bonded indebtedness is not to exceed 30% of the sum of taxable tangible property valuation and motor vehicle assessed valuation within the jurisdiction. The City's compliance with the legal debt limitation is detailed in the table on the right.

## FINANCE AND OPERATIONS

The budget maintains property tax support at the 10-mill level. No increases in property tax rates are assumed. Debt service estimates are based on the adopted 2004–2013 Capital Improvement Program (CIP).

The debt service projection includes general obligation local sales tax (GO-LST) bonds to finance construction of the Tyler/Maize and Woodlawn freeway interchanges

New revenue streams directly offset the debt service requirements for the Tourism and Convention (T&C) and Tax Increment Financing (TIF) Districts. Debt service for the Hyatt Parking Garage and Energy Complex are supported by transient guest taxes exclusive to the Hyatt Hotel. The debt service of the TIF Districts is supported by property tax resulting from the improvements in the respective areas.

The pay-as-you-go program consists of temporary note repayment. Temporary notes may be used for projects, which may not qualify for tax-exempt bond status and therefore, are repaid with higher interest taxable bonds. Pay-as-you-go financing reduces future debt service requirements by retiring obligations following short-term financing.

The target fund balance is budgeted at 5% of budgeted expenditures. Projects that are under construction, but not finalized, have caused the reserve level to increase. As the unfinished projects are completed, the fund balance will be reduced to the target level.

### Statement of Legal Debt Margin As of August 1, 2004

-2003 Tangible Valuation	\$2,458,947,070
-2003 Motor Vehicle Property - Assessed Valuation	352,820,358
<b>Equalized tangible valuation for computation of bonded indebtedness limitations</b>	<b>\$2,811,797,428</b>
<b>Debt limit (30% of equalized tangible valuation)</b>	<b>\$843,530,228</b>
-Bonded indebtedness	\$444,978,388
-Temporary notes	64,585,000
<b>Total net debt</b>	<b>\$509,563,388</b>
<b><u>Less exemptions allowed by law:</u></b>	
-Airport	\$3,990,000
-Sales Tax	126,420,000
-Park Improvements	13,565,602
-Sewer Improvements	78,071,735
-Storm Water Utility	6,325,840
<b>Total deductions allowed by law</b>	<b>\$228,383,177</b>
-Legal debt applicable to debt margin	281,180,211
<b>Legal debt margin</b>	<b>\$562,350,017</b>



## REVENUE ASSUMPTIONS

### Current property taxes...

- ❑ in 2005 will grow at 3.28%, increasing to 4% annually in 2006 and beyond. No change in the taxing rate is assumed.
- ❑ assume a 10 mill levy for all years. **No change in the taxing rate is assumed.**

### Delinquent tangible property tax...

- ❑ (for prior years) is projected at 4% of current property taxes levied.
- ❑ Payments in lieu of property tax (PILOT) are based on the City share of these payments from outstanding industrial revenue bonds.

### Current special assessments (SAs)...

- ❑ for 2004 and thereafter are the actual special assessments certified, less any advance or prepayments, as of December 31, 2003.
- ❑ assume a 5% delinquency rate.
- ❑ will change as new assessments are issued and as owners opt for advance payment of assessments.

### Prepaid special assessments...

- ❑ are from the City's payment schedules for these assessments, as of January 31, 2004.

### Delinquent special assessments...

- ❑ (for prior years) are estimated based on the historical relationship (3.5%) to total current and new special assessments.

### Payments in lieu of special assessments (PILOSA)...

- ❑ are developed by the Finance Department for GO/SA debt service paid directly by the Water and Sewer utilities.

### Utility delinquent special assessments...

- ❑ are paid by the Water, Sewer and Storm Water utilities.
- ❑ are for unpaid general obligation assessments related to water, sewer and drainage projects.

### New special assessment revenues...

- ❑ are projected to cover debt service (principal and interest) payments for new special assessment projects, less 5% delinquency.
- ❑ relate to debt service payment schedule assumptions below, under "Expenditure Assumptions."

### Motor vehicle property taxes...

- ❑ are projected to grow 2% in 2005 and 3% annually thereafter.
- ❑ are projected first as one total amount, then allocated to the General Fund and the Debt Service Fund.

- ❑ vary between the General Fund and Debt Service Fund because of the state allocation formula, which relates to the prior (budget) year share of the current property tax levy for each fund.

### Interest earnings...

- ❑ are based on an assumed investment earnings rate (2.5%) relative to unencumbered fund balance and other total (current) revenues in the Debt Service Fund.

### City Hall parking/rent revenues...

- ❑ are based on utilization of the City Hall parking facility pursuant to estimates provided by the Property Management division.

### Transfers in...

- ❑ from the Tourism and Convention Fund and the Tax Increment Financing Districts are based on debt service schedules for general obligation projects related to these funds.
- ❑ are based on actual payment schedules for current GO debt funded by property tax and special assessments.
- ❑ for local sales tax (LST) projects include the amounts for actual (current) debt service (principal and interest).

## EXPENDITURE ASSUMPTIONS

### (GO) general obligation debt service...

- ❑ is based on actual payment schedules for current GO debt funded by property tax and special assessments.

### GO/LST (local sales tax) debt service...

- ❑ reflects the actual debt service schedule for current general obligation debt funded by the local sales tax.
- ❑ includes projected future GO/LST debt service for freeway projects as approved in the 2004-2013 CIP.

### Fiscal agent/other...

- ❑ represents an estimate of bond issuance costs based on 0.1% of debt service for all current GO (paid by property tax, SAs and LST).

### Temporary note repayment...

- ❑ represents a source available for pay as you go financing.
- ❑ fluctuates to maintain fund balance at 5% of annual expenditures.

### New GO debt service paid from property tax...

- ❑ is estimated as the principal and interest payments needed to fund approved and potential projects.
- ❑ assumes payments spread over a ten-year period at a 4% annual cost on outstanding principal.



- ❑ assumes commencement with one interest payment for six months of bond issuance, and principal payment beginning in the year following.

#### New special assessment debt service...

- ❑ is estimated as the principal and interest needed for special assessment projects of \$12.4 million annually.
- ❑ assumes payments are spread over a 15 year period at a 4.5% annual cost on outstanding principal with one interest payment between six and 12 months after bond issuance, depending on certification to the County, and principal payments beginning in the year following.

### FUND BALANCE (YEAR END)

- ❑ on December 31, 2004, is projected to be \$8,178,181 or 9.95% of fund expenditures.
- ❑ on December 31, 2005, is projected to be \$3,462,201 or 4.99% of fund expenditures.

The Adopted 2004-2013 Capital Improvement Program (CIP) is presented to the City Council as a separate document. The program is a projection of infrastructure construction and reconstruction over the next decade.

The schedule of new capital projects represents the efforts of the City to address critical infrastructure needs based on evaluations of:

- Need for new capital construction to support community growth and development.
- Existing infrastructure reconstruction requirements.
- Capital investments necessary to improve services to the public.
- Coordination with available Federal and State grant funding.
- Local financing capabilities based on prior City Council policy determinations, including designated mill levy support (10 mills); use of local sales tax revenues primarily for freeways, as well as a limited amount annually for arterials and bridges; and limited increases in utility rates to fund improved drainage, water and sewer services.

### Debt Service Fund Budget Summary

	2003 Actual	2004 Adopted	2004 Revised	2005 Adopted	2006 Approved
General Property Tax	22,651,561	23,705,480	24,108,170	24,856,910	25,850,170
Special Assessments	25,042,498	23,679,500	22,752,770	21,691,470	21,160,590
Motor/Recreational Vehicle Tax	3,526,033	3,606,140	3,427,020	3,485,900	3,590,480
Interest Earnings	1,006,147	1,000,000	1,000,000	1,000,000	1,000,000
Transfers In from Tourism & Convention	2,408,560	1,894,570	1,894,570	1,916,350	1,915,430
Transfers In from TIF Districts	1,076,340	2,260,050	3,159,670	4,096,350	4,114,800
Other Transfers In	7,807,835	7,771,020	7,771,020	7,670,580	7,583,310
<b>Total Debt Service Fund Revenue</b>	<b>63,518,974</b>	<b>63,916,760</b>	<b>64,113,220</b>	<b>64,717,560</b>	<b>65,214,780</b>
Existing Debt	55,209,277	50,965,880	52,694,150	50,077,540	45,671,640
Temporary Notes	2,102,804	27,130,000	28,360,000	15,030,000	12,220,000
New Debt	0	4,126,000	1,167,000	4,326,000	7,280,000
<b>Total Debt Service Fund Expenditures</b>	<b>57,312,081</b>	<b>82,221,880</b>	<b>82,221,150</b>	<b>69,433,540</b>	<b>65,171,640</b>
Revenue Over/(Under) Expenditures	6,206,893	(18,305,120)	(18,107,930)	(4,715,980)	43,140
<b>Debt Service Fund Balance</b>	<b>26,286,111</b>	<b>3,502,008</b>	<b>8,178,181</b>	<b>3,462,201</b>	<b>3,505,341</b>

For additional information on the Debt Service Fund visit [www.wichita.gov](http://www.wichita.gov)!



## Repayment Schedule for Current General Obligation/Local Sales Tax Debt Service

		2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
<b>PAID FROM TAXES</b>											
<b>PRINCIPAL AMOUNTS</b>											
1	1993D SA Refunding (Sewer Utility)	20,000	(70,000)	(135,000)	(170,000)	-	-	-	-	-	-
2	Series 737	1,623,990	-	-	-	-	-	-	-	-	-
3	Series 740	2,043,620	2,043,620	-	-	-	-	-	-	-	-
4	Series 742	295,000	295,000	295,000	-	-	-	-	-	-	-
5	Series 745	1,081,424	1,081,424	1,081,424	-	-	-	-	-	-	-
6	Series 747	545,962	545,962	545,962	545,962	-	-	-	-	-	-
7	Series 749	880,000	880,000	880,000	880,000	-	-	-	-	-	-
8	Series 950	235,000	295,000	360,000	425,000	500,000	575,000	655,000	745,000	835,000	930,000
9	Series 951	235,000	250,000	270,000	290,000	315,000	335,000	360,000	395,000	425,000	455,000
10	Series 952	80,000	85,000	90,000	95,000	100,000	105,000	110,000	115,000	120,000	125,000
11	Series 953	426,855	752,778	703,619	653,403	610,452	570,423	531,505	494,856	457,805	426,695
12	Series 753	1,030,000	1,030,000	1,030,000	1,030,000	1,030,000	-	-	-	-	-
13	Series 755	940,000	940,000	940,000	940,000	940,000	940,000	-	-	-	-
14	Series 757	1,195,020	1,195,020	1,195,020	1,195,020	1,190,020	1,190,020	-	-	-	-
15	Series 954	415,000	435,000	460,000	480,000	505,000	530,000	-	-	-	-
16	Series 955	135,000	150,000	175,000	200,000	225,000	255,000	285,000	320,000	360,000	400,000
17	Series 759	510,000	510,000	510,000	510,000	510,000	510,000	510,000	-	-	-
18	Series 761	830,000	830,000	830,000	830,000	830,000	830,000	830,000	-	-	-
19	Series 763	375,000	395,000	420,000	445,000	470,000	495,000	525,000	555,000	590,000	620,000
20	Series 769	965,000	965,000	965,000	965,000	965,000	970,000	970,000	970,000	970,000	-
21	Series 771	915,000	915,000	915,000	915,000	920,000	920,000	920,000	920,000	920,000	-
22	Series 956	675,000	705,000	740,000	775,000	810,000	850,000	890,000	935,000	980,000	-
23	Series 773	1,330,000	1,330,000	1,335,000	1,335,000	1,335,000	1,335,000	1,335,000	1,335,000	1,335,000	1,335,000
24	Series 775	1,300,000	1,300,000	1,300,000	1,300,000	1,300,000	1,300,000	1,300,000	1,300,000	1,300,000	1,300,000
25	<b>ANNUAL TOTAL PRINCIPAL</b>	<b>18,081,871</b>	<b>16,858,804</b>	<b>14,906,025</b>	<b>13,639,385</b>	<b>12,555,472</b>	<b>11,710,443</b>	<b>9,221,505</b>	<b>8,084,856</b>	<b>8,292,805</b>	<b>5,591,695</b>
<b>INTEREST AMOUNTS</b>											
26	1993 D SA Refunding (Sewer Utility)	(162,987)	(118,467)	(51,617)	(22,500)	-	-	-	-	-	-
27	Series 737	43,036	-	-	-	-	-	-	-	-	-
28	Series 740	192,100	96,051	-	-	-	-	-	-	-	-
29	Series 742	33,335	20,207	6,785	-	-	-	-	-	-	-
30	Series 745	158,969	107,061	54,072	-	-	-	-	-	-	-
31	Series 747	91,176	65,789	39,856	13,597	-	-	-	-	-	-
32	Series 749	150,260	113,740	76,340	38,500	-	-	-	-	-	-
33	Series 950	257,850	245,395	230,350	214,690	195,990	173,740	147,865	118,063	83,420	44,175





		2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
34	Series 951	215,692	200,471	184,278	166,789	148,005	127,602	105,903	82,585	57,000	29,472
35	Series 952	46,285	42,925	39,270	35,355	31,175	26,725	22,053	17,048	11,700	6,000
36	Series 953	218,145	462,222	511,381	561,597	604,548	649,577	688,495	725,144	762,195	793,305
37	Series 753	225,570	181,795	137,505	92,185	46,350	-	-	-	-	-
38	Series 755	205,860	170,140	133,950	96,820	58,750	19,740	-	-	-	-
39	Series 757	331,157	275,888	220,619	165,349	110,080	55,040	-	-	-	-
40	Series 954	129,675	111,000	91,425	70,725	48,645	24,910	-	-	-	-
41	Series 955	146,485	137,845	131,095	123,220	114,020	103,445	91,205	77,240	61,240	43,060
42	Series 759	166,770	141,270	115,770	90,270	64,770	39,015	13,005	-	-	-
43	Series 761	279,088	237,588	199,200	160,190	120,765	80,925	40,670	-	-	-
44	Series 763	324,123	299,748	274,073	252,653	231,293	208,498	184,243	158,255	130,228	99,990
45	Series 769	302,369	271,006	239,644	207,558	173,783	137,013	98,213	59,413	20,006	-
46	Series 771	269,688	244,525	219,363	194,200	166,750	136,850	104,650	71,300	36,800	-
47	Series 956	251,630	231,380	210,230	188,030	164,780	136,430	106,680	73,750	38,220	-
48	Series 773	396,308	363,058	329,745	296,370	261,326	221,276	176,220	128,494	78,765	26,700
49	Series 775	500,933	349,700	323,700	284,700	245,700	206,700	173,550	136,500	91,000	45,500
50	<b>ANNUAL TOTAL INTEREST</b>	<b>4,773,516</b>	<b>4,250,337</b>	<b>3,717,033</b>	<b>3,230,297</b>	<b>2,786,729</b>	<b>2,347,485</b>	<b>1,952,751</b>	<b>1,647,792</b>	<b>1,370,574</b>	<b>1,088,202</b>
	<b>PAID FROM SPECIAL ASSESSMENTS</b>										
	<b>PRINCIPAL AMOUNTS</b>										
51	1993D SA Refunding	4,510,000	3,135,000	1,460,000	950,000	-	-	-	-	-	-
52	Series 733	405,000	425,000	450,000	475,000	500,000	-	-	-	-	-
53	Series 735	335,000	355,000	370,000	390,000	405,000	430,000	-	-	-	-
54	Series 738	245,000	260,000	275,000	295,000	310,000	330,000	350,000	-	-	-
55	Series 739	750,000	795,000	840,000	885,000	930,000	985,000	1,035,000	-	-	-
56	Series 746	695,000	730,000	770,000	810,000	850,000	900,000	945,000	995,000	1,045,000	-
57	Series 748	385,000	400,000	420,000	440,000	460,000	485,000	510,000	535,000	565,000	-
58	Series 750	310,000	330,000	345,000	370,000	390,000	410,000	430,000	455,000	485,000	510,000
59	Series 752	995,000	1,050,000	1,105,000	1,170,000	1,230,000	1,300,000	1,370,000	1,445,000	1,525,000	1,610,000
60	Series 754	705,000	740,000	775,000	815,000	855,000	900,000	940,000	990,000	1,040,000	1,095,000
61	Series 756	575,000	605,000	635,000	665,000	700,000	735,000	770,000	810,000	850,000	890,000
62	Series 758	410,000	435,000	455,000	475,000	500,000	525,000	550,000	580,000	610,000	640,000
63	Series 760	880,000	930,000	990,000	1,045,000	1,105,000	1,170,000	1,235,000	1,305,000	1,380,000	1,460,000
64	Series 764	390,000	415,000	435,000	455,000	480,000	505,000	530,000	560,000	590,000	620,000
65	Series 766	355,000	375,000	390,000	410,000	435,000	455,000	480,000	500,000	530,000	555,000
66	Series 768	320,000	330,000	350,000	365,000	380,000	400,000	420,000	440,000	460,000	480,000
67	Series 770	430,000	450,000	470,000	495,000	515,000	540,000	565,000	590,000	615,000	640,000



		2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
68	Series 772	740,000	775,000	810,000	845,000	885,000	925,000	965,000	1,010,000	1,055,000	1,100,000
69	Series 774	615,000	640,000	665,000	695,000	720,000	750,000	780,000	815,000	850,000	880,000
70	Series 2003A	855,000	2,065,000	2,100,000	2,200,000	2,255,000	1,640,000	1,685,000	1,575,000	-	-
71	<b>ANNUAL TOTAL</b>										
	<b>PRINCIPAL</b>	<b>14,905,000</b>	<b>15,240,000</b>	<b>14,110,000</b>	<b>14,250,000</b>	<b>13,905,000</b>	<b>13,385,000</b>	<b>13,560,000</b>	<b>12,605,000</b>	<b>11,600,000</b>	<b>10,480,000</b>
	<b>INTEREST AMOUNTS</b>										
72	1993D SA Refunding	557,142	324,327	135,940	50,700	-	-	-	-	-	-
73	Series 733	111,565	92,125	71,300	49,250	25,500	-	-	-	-	-
74	Series 735	96,510	82,105	66,840	50,560	33,400	17,200	-	-	-	-
75	Series 738	115,710	102,112	87,553	71,877	54,915	37,400	19,250	-	-	-
76	Series 739	320,555	283,805	244,055	202,055	156,920	108,095	55,890	-	-	-
77	Series 746	387,253	354,935	320,260	282,915	242,820	200,320	155,320	107,125	55,385	-
78	Series 748	193,915	176,975	158,975	139,865	119,625	98,465	75,670	51,700	26,555	-
79	Series 750	180,175	167,155	152,965	137,958	121,678	104,323	86,078	66,728	46,025	23,715
80	Series 752	579,173	534,398	489,773	442,258	390,778	335,427	276,927	213,565	145,650	72,450
81	Series 754	425,455	398,665	369,805	338,805	306,205	271,150	233,350	193,400	149,840	103,040
82	Series 756	393,645	368,920	342,300	313,725	283,135	250,235	214,955	177,225	136,725	93,800
83	Series 758	349,998	328,473	305,635	281,748	257,998	232,498	205,460	176,585	145,845	112,905
84	Series 760	764,873	707,673	647,223	593,763	543,603	490,010	432,680	371,548	305,645	234,920
85	Series 764	312,675	295,125	276,450	256,875	236,400	217,200	196,495	174,235	150,155	124,195
86	Series 766	284,603	269,870	254,308	238,123	221,108	201,533	181,058	160,418	138,418	114,303
87	Series 768	263,285	247,285	230,785	218,535	205,760	191,510	175,710	158,490	140,010	120,460
88	Series 770	324,996	303,496	280,996	266,896	252,046	234,665	215,765	195,143	173,018	148,418
89	Series 772	924,305	550,471	523,346	503,096	481,971	455,421	425,359	391,584	355,224	315,661
90	Series 774	476,206	414,975	389,375	362,775	339,319	317,719	295,219	271,819	246,554	218,929
91	Series 2003A	419,521	370,150	328,850	244,850	200,850	144,475	99,375	48,825	-	-
92	<b>ANNUAL TOTAL</b>										
	<b>INTEREST</b>	<b>7,481,560</b>	<b>6,373,041</b>	<b>5,676,735</b>	<b>5,046,630</b>	<b>4,474,032</b>	<b>3,907,646</b>	<b>3,344,561</b>	<b>2,758,389</b>	<b>2,215,048</b>	<b>1,682,796</b>
	<b>PAID FROM LOCAL SALES TAXES</b>										
	<b>PRINCIPAL AMOUNTS</b>										
93	Series 1996	2,500,000	2,500,000	2,500,000	-	-	-	-	-	-	-
94	Series 2002	2,270,000	2,375,000	2,490,000	2,610,000	2,735,000	2,865,000	3,005,000	3,150,000	3,300,000	3,460,000
95	<b>ANNUAL TOTAL</b>										
	<b>PRINCIPAL</b>	<b>4,770,000</b>	<b>4,875,000</b>	<b>4,990,000</b>	<b>2,610,000</b>	<b>2,735,000</b>	<b>2,865,000</b>	<b>3,005,000</b>	<b>3,150,000</b>	<b>3,300,000</b>	<b>3,460,000</b>
	<b>INTEREST AMOUNTS</b>										
96	Series 1996	283,750	171,250	57,500	-	-	-	-	-	-	-
97	Series 2002	1,984,575	1,891,675	1,794,375	1,679,325	1,545,700	1,405,700	1,273,975	1,150,875	1,019,813	865,250
98	<b>ANNUAL TOTAL</b>										
	<b>INTEREST</b>	<b>2,268,325</b>	<b>2,062,925</b>	<b>1,851,875</b>	<b>1,679,325</b>	<b>1,545,700</b>	<b>1,405,700</b>	<b>1,273,975</b>	<b>1,150,875</b>	<b>1,019,813</b>	<b>865,250</b>





## CIP DEVELOPMENT AND CAPACITY FORECASTING

The development of the CIP was coordinated by the CIP Administrative Committee, comprised of senior staff from City departments. The development process included:

- Confirmation of existing debt obligations and funding sources required to defray existing costs.
- Verification of all open or outstanding capital projects which require future debt financing.
- Projection of revenues and expenditures on a multi-year basis, first to meet existing debt obligations and then to project debt financing capacity for new capital project costs.
- Proposals for future capital project costs based on the previously adopted CIP and Staff's understanding of City Council and community needs, to the extent that future costs can be sustained given projections of the revenue stream and debt capacity.

The CIP meets existing debt service obligations as well as future debt obligations for current capital projects and new capital projects for 2004-2013.

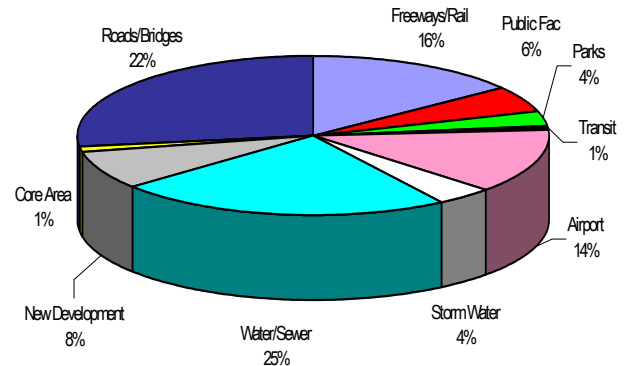
## CAPITAL IMPROVEMENT PROGRAM

The 2004-2013 Capital Improvement Program exceeds \$1.5 billion over the ten-year period and includes 387 projects. As shown in the chart below, the City's CIP is diverse in meeting capital needs for new and reconstructed roadways, bridges, freeways, parks, public facilities, railroad grade separations, infrastructure for new development, public transit and City enterprises (water, sewer, storm water, airport and golf). Key to meeting the community's infrastructure needs while keeping the burden to local taxpayers as low as possible are State, Federal and Other revenue sources that supplement the Program. Over \$400 million, almost 27% of the total Program, is comprised of these outside funding sources. Also, the ability to meet the schedules contained within this document depends upon maintaining these outside resources.

The Capital Improvement Program is funded from several sources: the property tax (10 mills) comprises 19% of resources; local sales tax (LST) revenues fund 10% of the capital program; and enterprise revenues (from water, sewer, storm water, airport and golf) fund 36%. State and Federal funding, much of it leveraged with local matching funds, provides 24% of total resources. New residential development capital costs are paid from special assessments (8%), and other sources, including public-private partnerships and the County, fund 3% of the CIP.

The City finances capital projects in a variety of ways: general obligation bonds/notes, revenue bonds, grants and cash. The most significant of these is general obligation (GO) bonds based on the full faith and credit of the City. GO bonds provide debt financing not only for property tax funded projects, but for

## 2004-2013 Capital Improvement Program \$1,509,434,000



capital projects with debt paid by enterprises (e.g. Airport, Golf, Storm Water) and special revenues (e.g. Guest Tax). Based on generally accepted accounting principles, the debt service payments for GO debt are spread either to the Debt Service Fund or the various enterprise and internal service funds, as appropriate.

After netting out all capital projects costs paid from enterprise funds, special revenue funds, internal service funds, or debt obligations with specific and restricted funding resources, there remains a group of new "GO At-Large" capital projects which rely principally upon property taxes and discretionary revenue for funding. To the extent the 10 mill levy is reduced or increased the scope of proposed At-Large capital projects must be reduced or increased as well.

The project types that rely primarily upon property taxes for GO bond repayment are arterial streets, bridges, parks, core area projects and public facilities.

Partial storm water funding with property tax backed GO bonds is continued in this program. Other capital project costs are funded through various enterprise, internal service and special revenue funds. The chart below reflects how the CIP allocates General Obligation At-Large resources. While GO At-Large capital projects are divided into various categories, the City Council always has the policy-making discretion to determine capital project priorities within and between the capital project categories.

## HIGHLIGHTS

**Arterials/Bridges** account for 44% of At-Large project costs, comprise 22% of the total capital program and encompass 127 projects. \$127,588,000 in GO At-Large resources is used to leverage \$125,605,000 in Federal and State grants. In many cases, there is a 2 to 3 year lead-time for application for grant



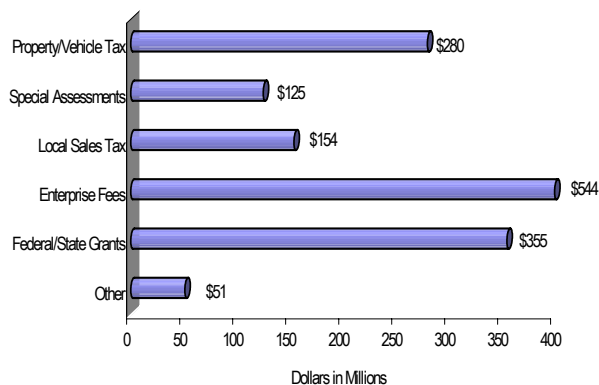
funding, so it is critical that local funds be available as scheduled.

**Park** projects total \$53,055,000, including \$41,145,000 in GO resources, spread over 43 projects throughout the City. Funds for park renovation, new park land acquisition and new park development are included. Highlights of the Park capital program include developing the Indoor Tennis Center, Skate Park, Northeast sports complex, interactive (zero-depth) water features and significant investments in maintenance of existing parks.

**Public Facilities** include 38 projects, \$55,182,000 in At-Large resources (20% of total GO funding), and over \$84 million in total. Major projects include the Heartland Preparedness Center, a joint venture with the National Guard, Marine Corps and the County. Other projects include a new Police property and evidence facility, construction of five fire stations (three replacement and two new), the fire apparatus replacement program, expansion of the City's maintenance facilities and ADA-related improvements at all City facilities.

**Core Area** projects continue to demonstrate the City's commitment to the vitality of the downtown area. Almost \$18 million is allocated for River Corridor and downtown parking improvements.

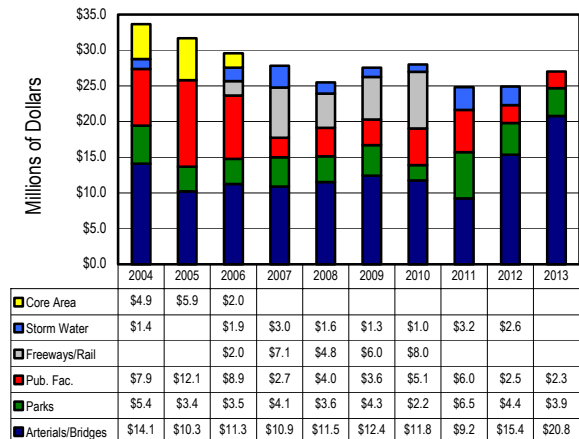
#### CAPITAL IMPROVEMENT PROGRAM 2004-2013 REVENUES \$1,509,434



**Storm Water** At-Large funding totals \$15,985,000 (about 25% of the Storm Water capital program), while Utility revenues and grants fund an additional \$24,640,000 in capital projects. An additional \$22,189,000 in projects were approved but funding was not identified. Major drainage projects include near east- and west-side projects (1<sup>st</sup>/2<sup>nd</sup> St. East and West drainage outfalls) and improvements along Cowskin, Gypsum and Dry Creeks. Several storm water projects will allow road improvements that were not previously possible due to lack of proper drainage systems.

**Freeways/Railroads** include 12 projects and \$240,250,000 in funding, \$27.8 million (about 12%) of which is GO funding. GO funded projects include the Pawnee/UP rail crossing and acquisition of right of way for a future Northwest Bypass.

#### GO AT-LARGE CAPITAL PROJECTS EXPENDITURES BY YEAR



A number of capital project categories are financed primarily through non-property tax backed sources. Financing for these improvements is primarily provided by enterprise revenues, local sales tax, or State and Federal grant dollars.

**Freeways/Railroads** consist of over \$240 million in projects over the next ten years, about \$91 million (38%) of which is funded by a one-percent local sales tax (LST). The freeway program emphasizes the construction of interchanges along the U.S. 54 (Kellogg) corridor. In particular, the plan calls for construction of interchanges at Woodlawn, Tyler, Maize and Rock Road by 2005. Funding for right-of-way purchases is included for future interchanges at Webb and Greenwich in east Wichita and at 119<sup>th</sup>, 135<sup>th</sup> and 151<sup>st</sup> in west Wichita. The freeway program is very aggressive and relies on State, Federal, and County funding assistance to complete the current projects within the ten-year time frame. Without outside funding assistance the projects at Webb, Greenwich, and from 119<sup>th</sup> to 151<sup>st</sup> will not be constructed.

Another component of the freeway program is the upgrade of three substandard interchanges on Interstate I-235, at Kellogg, Central and K-254, respectively. The City is requesting assistance from the Kansas Department of Transportation on these projects.

The Rail component of the CIP is funded from the negotiated settlement with the Union Pacific, monies from the State of Kansas and the Federal government. Committed funds total over \$84 million to fund the Central Rail Corridor grade separation project. The Pawnee/Union Pacific crossing is funded locally, using over \$26 million in GO funds. The grade separations are programmed from 2004 to 2010, with construction beginning in late 2005 or early 2006.



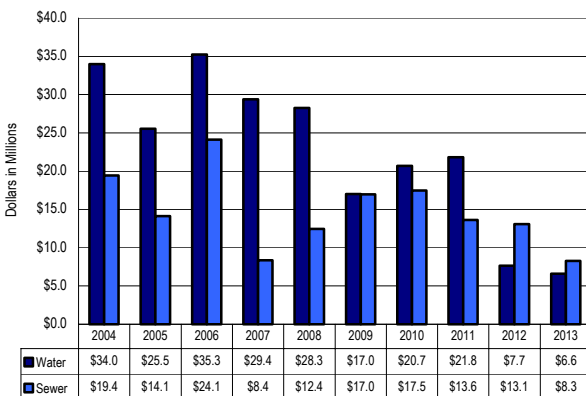
**Transit** capital costs are reflected in the planned purchase of replacement buses and vans at a cost of \$6,275,000. Other transit capital funding of \$6.5 million is planned for intelligent transportation systems and facilities enhancements along the route system. All Transit capital costs are funded by a combination of Transit revenues and Federal funds.

The **Airport** CIP consists of 48 projects totaling \$214,116,000, primarily funded by Airport revenue bonds (\$142 million) and Federal funds (\$60 million). Projects are identified for both Mid-Continent and Jbara airports. Major projects include a parking structure at Mid-Continent, reconstructed aprons and taxiways and possibly a new passenger terminal.

The **Water and Sewer** utilities have projects programmed for extension of services to far west and far northeast Wichita to accommodate growth in these sectors of the City. Planned 2004 – 2013 CIP Water/Sewer capital expenditures are summarized in the table below.

The Water capital plan totals \$226,160,000 and includes 61 projects. In addition to significant infrastructure maintenance, reconstruction and extension, \$10.75 million is programmed for improved taste and odor control at the tap. A second water treatment plant is planned, to be located in northwest Wichita. The long-term Water Supply Plan includes expenditures of \$96,820,000, to ensure the water supply for Wichita through at least 2050. Water system upgrades and replacements are driven by a Master Plan, currently under development to study future needs.

#### WATER & SEWER CAPITAL EXPENDITURES



Planned Sewer capital projects total \$147,880,000 and include 28 projects. Highlights of the Sewer CIP include the construction of a new sewage treatment plant in southwest Wichita and the associated collection system that is necessary to accommodate the plant, as well as improvements to existing treatment plant #1 and Four Mile Creek. A major investment is also planned in a sewer main replacement program (\$43 million) to reconstruct an aging infrastructure.

Implementation of the Water and Sewer capital projects plans will require utility rate increases.

## CONCLUSION

The Capital Improvement Program is a diligent effort by staff to reflect the desires of the Council and the citizens of Wichita. Not all projects are funded, and certainly not all projects are scheduled when desired, but this CIP, more than others, addresses needs in the community that result in:

- Continuing the construction of Kellogg.
- Developing a future water supply.
- Improving drainage in historically flood-prone areas.
- Building the Heartland Preparedness Center, in cooperation with local, State and Federal agencies.
- Implementing railroad grade separations to facilitate smooth traffic flow.
- Repairing failing infrastructure and constructing new infrastructure to address rapid growth on the fringes of the City.
- Adding wheelchair accessible sidewalk ramps City-wide and improving ADA accessibility to City facilities.
- Signalizing at least two major intersections per year, in addition to intersections improved during road segment improvement projects.
- Relocating and adding fire stations.
- Replacing aging fire fighting apparatus.
- Developing more parking downtown.
- Rehabilitating existing parks and developing new parks.
- Improving community recreational opportunities with new facilities such as the Indoor Tennis Center, Skate Park, interactive (zero-depth) water features and bicycle/walking paths.
- Constructing new water production and sewage treatment facilities.

However, not all needs could be met:

- The Local Sales Tax, by itself, will not be sufficient to construct all elements of the community's planned freeway system.
- Storm Water revenues, despite the proposed increase in the ERU, will not fund construction of all identified drainage project needs by 2013.
- Funding is included for only one bridge over the floodway in west Wichita. Constructing more than one crossing would require additional funds be identified.
- Not all arterial roadway segments identified for improvement could be scheduled within the 10-year CIP.

The City Council has adopted the 2004 – 2013 Capital Improvement Program and approved the 2004 - 2005 CIP as a capital budget for purposes of project initiation. The 2004 – 2005 CIP is a very aggressive capital budget, but when implemented, the community will be better served by the policy decisions reflected in the Capital Improvement Program.



2004-2013 CAPITAL IMPROVEMENT PROGRAM		
PROJECT CATEGORY	CONSTRUCTION YEAR	TOTAL PROJECT COST
<b><u>FREEWAYS</u></b>		
1 Orme	2008	1,350,000
2 Woodlawn	2004 - 2005	36,000,000
3 Rock	2004 - 2006	39,600,000
4 Webb	not scheduled	12,800,000
5 Greenwich	not scheduled	5,000,000
6 Tyler/Maize	2004	21,200,000
7 119th	not scheduled	800,000
8 135th	not scheduled	800,000
9 151st	not scheduled	800,000
10 NW Bypass R-O-W	not scheduled	4,500,000
<b><u>RAIL CORRIDOR</u></b>		
1 Central Rail Corridor	2004 - 2006	91,100,000
2 Pawnee/UP Crossing	2006 - 2010	26,300,000
<b><u>ARTERIALS</u></b>		
1 9th, I-135 to Hillside	2011 - 2012	4,000,000
2 13th & Broadway (intersection)	2005	2,435,000
3 13th & Mosley (intersection)	2005	1,700,000
4 13th, 119th to 135th	2007	1,920,000
5 13th, I-135 to Hillside	2012	4,050,000
6 13th, Oliver to Woodlawn	2011	4,065,000
7 17th, Broadway to I-135	2006 - 2008	6,850,000
8 17th & Hillside (intersection)	2006	1,200,000
9 21st, 127th to 143rd	2012	3,600,000
10 21st, Broadway to I-135	2011	2,895,000
11 21st, Hood to Broadway	2005 - 2006	4,500,000
12 21st, K-96 to 127th	2008	1,950,000
13 21st, Oliver to Woodlawn	2005	2,615,000
14 29th, 119th to Maize	2006	3,620,000
15 29th, Hoover to West	2005	400,000
16 29th, Maize to Tyler	2004	3,550,000
17 29th, Ridge to Hoover	2004	400,000
18 29th, Tyler to Ridge	2005	2,175,000
19 37th, Maize to Tyler	2011	3,600,000
20 37th, Tyler to Ridge	2006	3,690,000
21 47th, Meridian to Seneca	2008	3,050,000
22 119th, 17th to 21st	2004	1,125,000
23 119th, 21st to 29th	2010	3,600,000
24 119th, 29th to 37th	2012	3,600,000
25 119th, Kellogg to Maple	2012	1,325,000
26 119th, Pawnee to Kellogg	2013	3,600,000
27 127th, 13th to 21st	2012	3,600,000
28 127th, 21st to 29th	2013	3,600,000
29 135th, 13th to 21st	2008	3,675,000



	PROJECT CATEGORY	CONSTRUCTION YEAR	TOTAL PROJECT COST
30	135th, Central to 13th	2011	1,875,000
31	135th, Kellogg to Auburn Hills	2008	1,325,000
32	135th, Maple to Central	2009	2,610,000
33	143rd, Kellogg to Central	2013	3,600,000
34	151st, Kellogg to Maple	2013	2,230,000
35	167th, Kellogg to Maple	2012	1,600,000
36	Arterial S/W & W/C Ramps	2004 - 2013	5,000,000
37	Broadway, 55th to 47th	2009	1,425,000
38	Central, 135th to 119th	2007	3,875,000
39	Central, Oliver to Woodlawn	2004	3,300,000
40	Central, Rock to Webb	2009	600,000
41	Central, Woodlawn to Rock	2006	3,865,000
42	Dewey, Main to Broadway	2005	370,000
43	Douglas & Oliver (intersection)	2006	875,000
44	Emporia, Kellogg to Lewis	2009	600,000
45	Greenwich, Central to 17th	2009	4,625,000
46	Greenwich, 17th to K-96	2005	4,460,000
47	Greenwich, Harry to Kellogg	2008	3,905,000
48	Greenwich, K-96 to 29th	2010	1,950,000
49	Grove & 1st (intersection)	2004	40,000
50	Harry & Longford (intersection)	2004	200,000
51	Harry & McLean (intersection)	2004	990,000
52	Harry, Greenwich to 143rd	2010	3,600,000
53	Harry, K-42 to Meridian	2006	1,000,000
54	Harry, Turnpike to E. of Rock	2007	2,075,000
55	Hillside, Kellogg to Central (CORR)	2004	4,550,000
56	Hydraulic, 47th to 57th	2004	3,800,000
57	ITS Traffic Improvements	2004 - 2006	4,505,000
58	Lincoln & McLean (intersection)	2004	850,000
59	Lincoln, Hillside to Oliver	2009	1,200,000
60	MacArthur, Meridian to Seneca	2006	2,965,000
61	Main, Douglas to Murdock	2004, 2008	2,300,000
62	Maize & Westport (intersection)	2004	300,000
63	Maize, 31st S. to Pawnee	2013	3,600,000
64	Maize, MacArthur to Pawnee	2013	4,800,000
65	Maize, Pawnee to Kellogg	2012	3,600,000
66	Maple & Ridge (intersection)	2004	800,000
67	Maple, 135th to 151st	2013	3,600,000
68	Maple, 151st to 167th	2013	3,600,000
69	Maple, Ridge to Julia	2011	1,575,000
70	Maple, Sheridan to Sycamore	2010 - 2011	4,450,000
71	McCormick, K-42 to Sheridan	2006	1,365,000
72	Meridian & MacArthur (intersection)	2004	400,000
73	Meridian, 31st to Pawnee	2005	2,815,000
74	Meridian, 47th to I-235	2008 - 2009	7,900,000
75	Meridian, Orient to Kellogg	2010	4,650,000
76	Meridian, Pawnee to Orient	2008 - 2009	8,250,000





	PROJECT CATEGORY	CONSTRUCTION YEAR	TOTAL PROJECT COST
77	Mt. Vernon, Broadway to Ark River	2007 - 2008	1,170,000
78	Mt. Vernon, Broadway to S.E. Blvd.	2009	3,610,000
79	Oliver, Harry to Kellogg	2007	3,675,000
80	Oliver, Kellogg to Central	2013	4,200,000
81	Pawnee & McLean (intersection)	2006	375,000
82	Pawnee & Washington (intersection)	2005	1,385,000
83	Pawnee, 119th to Maize	2006 - 2007	5,050,000
84	Pawnee, I-135 to Hillside	2008	1,975,000
85	Pawnee, Palisade to Water	2006	315,000
86	Pawnee, Seneca to Meridian	2007	1,300,000
87	Pawnee, Washington to Hydraulic	2005	2,825,000
88	Pawnee, Webb to Greenwich	2010	3,600,000
89	Rock, 21st to 29th	2004	2,570,000
90	Seneca, I-235 to 31st S.	2006 - 2007	5,568,000
91	Street Rehabilitation	2004 - 2013	4,600,000
92	Traffic Signalization	2004 - 2013	3,800,000
93	Tyler & Yosemite (intersection)	2006	530,000
94	Tyler, Maple to Central	2012	3,440,000
95	Tyler, Pawnee to K-42	2010	4,200,000
96	West, Maple to Central	2006 - 2007	3,570,000
97	Woodlawn, 13th to 21st	2009	3,925,000
98	Woodlawn, Lincoln to Kellogg	2007	1,490,000
99	Zoo/Westdale/I-235 Improvements	2004 - 2008	655,000
100	Neighborhood Improvements	2004 - 2013	

#### **BRIDGES**

1	11th @ Drainage Canal	2005	650,000
2	13th @ Cowskin	2004	3,020,000
3	13th @ Little Arkansas River	2009	2,625,000
4	15th @ Drainage Canal	2006	1,145,000
5	21st @ Arkansas River	2007	850,000
6	21st @ Little Arkansas River	2008	640,000
7	21st @ St Francis	2004	675,000
8	25th @ Little Arkansas River	2006	300,000
9	29th @ West Drain	2008	760,000
10	37th St. N. - W. of Ridge	2006	660,000
11	47th @ Santa Fe	2008	715,000
12	143rd @ KTA	2006	2,700,000
13	Bridge Inspections	2005 - 2013	200,000
14	Bridge Rehabilitation/Repair	2013	2,900,000
15	Broadway @ Big Slough	2011	940,000
16	Broadway @ E. Fork Chisholm	2011	1,165,000
17	Central between 119th and 135th	2007	975,000
18	Central @ Big Slough/Big Ditch	2010	3,450,000
19	Central @ Brookside	2004	525,000
20	Douglas @ Brookside	2011	560,000
21	Floodway Bridge	2010 - 2011	14,000,000



	PROJECT CATEGORY	CONSTRUCTION YEAR	TOTAL PROJECT COST
22	Grove @ Frisco Ditch	2008	870,000
23	Hillside @ Range Rd	2007	935,000
24	Lincoln @ Arkansas River	2007	500,000
25	Mt Vernon @ Dry Creek	2005	1,200,000
26	Murdock @ Little Arkansas River	2004	1,050,000
27	Oliver @ Gypsum Creek	2006	1,085,000

#### **PARKS**

1	Athletic Courts	2004 - 2013	1,860,000
2	Athletic Field Master Planning	2005	30,000
3	Bike Path, Central/Waco to 15th N/Bdwy	2005	780,000
4	Bike Path, I-135 to Gypsum Creek	2005	1,040,000
5	Bike Path, K-96, Grove Park to Oliver	2005	250,000
6	Buffalo Park	2004	80,000
7	Chapin Park	2007	770,000
8	Chisholm Creek Lake	2008 - 2009	750,000
9	College Hill Park	2009	500,000
10	Country Acres Park	2008	150,000
11	Enhancement Projects	2006 - 2013	10,400,000
12	Fairmount Park	2004	400,000
13	Finlay Ross Park	2009	300,000
14	Garvey Park	2004	300,000
15	Grove Park	2009	720,000
16	Heritage Square Park	2009	150,000
17	Indoor Tennis Facility	2004	5,000,000
18	K-96 Lake	2006	400,000
19	Linwood Park	2008	500,000
20	Linwood Park Mtce Facility Demo.	2004	100,000
21	Land Acq. & Development	2005 - 2013	3,350,000
22	Minisa Park	2008	250,000
23	N.E. Baseball Complex	2004 - 2005	1,000,000
24	N.E. Sports Complex	2004	600,000
25	Naftzger Park	2009	200,000
26	Orchard Park	2007	300,000
27	Park Facilities Renovation	2004 - 2013	4,500,000
28	Park Lighting	2004 - 2013	1,000,000
29	Parking Lots & Entry Drives	2004 - 2013	4,750,000
30	Planeview Park	2006	500,000
31	Playground Rehab.	2004 - 2013	750,000
32	Rec Center HVAC Replacement	2005	135,000
33	Regional Park Development	2010 - 2013	7,650,000
34	Sidewalks, Paths, Decks & Pads	2004 - 2013	400,000
35	Sim Park	2005	100,000
36	Skate Park	2004	350,000
37	South Arkansas River Park	2005	300,000
38	Swimming Pools Refurbishment	2004 - 2013	1,220,000
39	Sycamore Park	2007	280,000





	PROJECT CATEGORY	CONSTRUCTION YEAR	TOTAL PROJECT COST
40	Watson Park	2005 - 2006	600,000
41	West Douglas Park	2007	450,000
42	Wildwood Park	2009	100,000
43	Woodland Park	2007	190,000
<b><u>PUBLIC FACILITIES</u></b>			
1	Animal Shelter (New)	2005	3,300,000
2	Branch Library Parking Lots	2009	150,000
3	CH Building Control System	2004, 2012	125,000
4	CH Campus/Security Mods	2005	1,000,000
5	CH Garage Repairs	2005, 2012	500,000
6	CH Parking Lot Repaving	2010	150,000
7	CH Roof Replacement	2006	150,000
8	CII Kennedy Plaza Renovation	2009	300,000
9	CII Renovation - Phase II	2010	1,250,000
10	CII Stage Equipment	2010	805,000
11	City Facilities ADA Compliance	2004 - 2013	1,500,000
12	Clapp G.C. Storage Tank	2007	20,000
13	Clapp G.C. Clubhouse Renovation	2012	500,000
14	Clapp G.C. Parking Lot	2007	30,000
15	Clapp G.C. Perimeter Fence	2006	90,000
16	Clapp G.C. Course Realignment	2005	500,000
17	CMF Expansion	2004 - 2006	2,540,000
18	Consolver G.C. Storage Tank	2007	20,000
19	Consolver G.C. Bunker Renovations	2009	350,000
20	Consolver G.C. Clubhouse Renovation	2009	300,000
21	Consolver G.C. Parking Lot	2007	50,000
22	Convention Hall Loge-Bleacher Seating	2004 - 2005	2,100,000
23	Expo Hall Central Plant Study	2004	15,000
24	Expo Hall HVAC R&R	2004 - 2013	480,000
25	Fire Apparatus Replacement	2004 - 2013	23,453,000
26	Fire Station Construction/Relocation	2004 - 2010	8,000,000
27	Lawrence Dumont Stadium	2005, 2010	775,000
28	Library ADA Improvements	2004 - 2005	100,000
29	MacDonald G.C. Storage Tank	2007	20,000
30	MacDonald G.C. Clubhouse Renovation	2008	500,000
31	MacDonald G.C. Perimeter Fence	2006	120,000
32	National Guard Center	2004 - 2006	7,720,000
33	Patrol East Parking Lot	2004	190,000
34	Police Substation Remodels	2010	1,760,000
35	Property & Evidence Facility	2004	675,000
36	Sim G.C. Mtce. Building	2005	75,000
37	SOB & SOB Garage Roof	2004	200,000
38	SOB Tuck Point & Wet Seal	2004	200,000
<b><u>CORE AREA</u></b>			
1	Downtown Parking Improvements	2005 - 2006	3,000,000



	PROJECT CATEGORY	CONSTRUCTION YEAR	TOTAL PROJECT COST
2	River Corridor Improvements	2004 - 2005	14,789,000
<b>TRANSIT</b>			
1	Equipment & Facilities Enhancements	2004 - 2010	2,180,000
2	Intelligent Transportation Systems	2004 - 2009	3,740,000
3	Replacement of Coaches & Vans	2004 - 2010	6,275,000
4	Trolleys	2007	644,000
<b>AIRPORT: Mid-Continent</b>			
1	Airport Development	2004 - 2013	82,500,000
2	Airfield Equipment	2004	1,345,000
3	Airfield Pavement	2004 - 2010	42,490,000
4	ARFF Fire Training Pit Reconstruction	2007	450,000
5	ARFF Quick Response Vehicle	2007	250,000
6	Environmental Compliance	2004	460,000
7	FAA AFSS Improvements	2004 - 2008	468,000
8	FAA Office Building Improvements	2004 - 2010	1,206,000
9	Gates B&F Security Improvements	2004	88,000
10	HVAC Improvements	2004 - 2009	1,480,000
11	Land Acquisition	2004 - 2008	8,908,100
12	Maintenance Facility Construction	2007	950,000
13	Maintenance Yard Pavement	2007	200,000
14	Master Plan Update	2010	400,000
15	Mobile ARFF Trainer	2005	600,000
16	North Cargo Building Construction	2005	2,000,000
17	Northwest Drainage Improvements	2004	75,000
18	Outfall Ditch Improvements	2007	2,160,000
19	Passenger Boarding Bridges	2004	2,800,000
20	Pavement Condition Inventory	2009 - 2012	240,000
21	Perimeter/Service Road Rehabilitation	2005, 2010	200,000
22	Remote Parking Lot Construction	2004	1,070,000
23	Roof Replacements	2004 - 2013	1,586,000
24	Security	2004	10,000,000
25	Street Side Pavement	2004 - 2013	5,999,000
26	Telecomm System Study/Upgrade	2004	1,700,000
27	Tenant Facility Improvements	2004 - 2013	3,000,000
28	Terminal/Concourse Improvements	2004 - 2013	1,800,000
29	Terminal Parking Structure	2005 - 2006	17,410,000
30	Utility Improvements	2004 - 2013	3,546,000
<b>AIRPORT: Jabara</b>			
31	Administration Building Remodel	2004	150,000
32	Airfield Cable & Generator Replacement	2005	55,000
33	Airfield Maintenance Building	2006	320,000
34	Airfield Pavement	2005 - 2006	4,303,000
35	Airport Development	2004 - 2013	1,650,000
36	Environmental Compliance	2004 - 2013	185,000
37	Fuel Farm Upgrade	2004	200,000



	PROJECT CATEGORY	CONSTRUCTION YEAR	TOTAL PROJECT COST
38	Land Acquisition	2004 - 2005	7,367,000
39	Master Plan Update	2010	100,000
40	Northwest Drainage Improvements	2004	450,000
41	Pavement Condition Inventory	2006, 2009, 2012	75,000
42	Perimeter Fence Construction	2006	190,000
43	Roof Replacement	2004	30,000
44	Street Side Pavement	2004	1,310,000
45	Taxiway "L" Site Development	2004, 2007	900,000
46	Tenant Facility Improvements	2004	300,000
47	T-Hangar Construction	2004 - 2013	550,000
48	Utility Improvements	2004 - 2013	600,000

#### **STORM WATER**

1	1st N./2nd N. West Outfall	2004 - 2005	9,000,000
2	Gypsum Creek Urban Restoration, Harry to Woodlawn	2004 - 2005	1,000,000
3	Murdock, Wabash-Wichita Drain Canal	2004	950,000
4	Wichita Drainage Canal	2004 - 2010	1,000,000
5	Cadillac Lake	2005	1,000,000
6	Cowskin Drainage	2004 - 2007	16,500,000
7	Dry Creek, Douglas to 9th N.	2011	3,500,000
8	Dry Creek, Edgemoor to Central	2010	640,000
9	Dry Creek, Kellogg to Douglas	2012	2,600,000
10	Dry Creek, Lincoln to Orme	2006	1,300,000
11	Gypsum Creek, Rock to Eastern	2008	1,200,000
12	Gypsum Creek, West of Hillside	2006	605,000
13	Kellogg, Mt. Carmel to Knight	2010	560,000
14	Seneca at 2nd N. & 3rd N.	2009	770,000
15	1st N./2nd N. East Outfall	2007 - 2008	6,525,000
16	9th N. West Outfall	2009 - 2010	5,250,000
17	Dry Creek ROW, Pawnee to Mt. Vernon	2006 - 2007	1,714,000
18	Gypsum Creek, Pawnee to Woodlawn	2005 - 2006	2,200,000
19	Meridian, 47th to I-235	2008	2,300,000
20	Meridian, Pawnee to Orient	2008	2,220,000
21	Mt. Vernon, Broadway to Ark River	2007	110,000
22	Pawnee, 119th to Maize	2006	810,000
23	Seneca, I-235 to 31st S.	2006	810,000
24	West, Maple to Central	2006	250,000

#### **SEWER**

1	Basin 4 Improvements	2004 - 2006	1,950,000
2	Cowskin Force Main Extension	2008 - 2010	800,000
3	Cowskin Future Collection System	2005 - 2012	5,760,000
4	Cowskin Land Buffer	2004	125,000
5	Cowskin Wetlands Development	2004	190,000
6	4-Mile Creek, Brookhaven-Crestview	2008 - 2010	1,000,000
7	4-Mile Creek Plant Improvements, Ph 2	2011 - 2013	3,000,000



	PROJECT CATEGORY	CONSTRUCTION YEAR	TOTAL PROJECT COST
8	4-Mile Creek Pump Station & Force Main	2004	2,400,000
9	Hilltop Sewer Reconstruction	2004 - 2005	1,000,000
10	I-135, Pawnee to English (54")	2008 - 2010	18,400,000
11	Kellogg, Gouverneur to KTA	2004	700,000
12	Kellogg Sewer Relocation, Phase 2	2006	500,000
13	Mains for Future Development	2004 - 2013	20,000,000
14	Mid-Continent Collection System	2006 - 2012	4,200,000
15	Mid-Continent Pump Station	2011 - 2013	1,390,000
16	Mid-Continent Treatment Plant	2005 - 2006	19,700,000
17	North Area Sanitary Sewer	2004	2,750,000
18	Nutrient Removal	2010 - 2012	7,075,000
19	Pawnee @ Union Pacific RR	2004	250,000
20	Planeview Sewer Reconstruction	2005 - 2012	4,000,000
21	Plant 1 Improvements	2004 - 2005	4,200,000
22	Plant Siting Studies & Land Acquisition	2004	1,000,000
23	Reconstruction of Old Sanitary Sewers	2004 - 2013	43,150,000
24	Replace & Rehab Plant Equipment	2004 - 2013	500,000
25	Riverside Sewer Rehabilitation	2004	250,000
26	Security Enhancements	2004	300,000
27	Sewer Master Plan - 5 year update	2005, 2010	1,000,000
28	War Industries Pump Station	2011 - 2013	2,290,000

#### **WATER**

1	13th N., Webb to Greenwich (16")	2008	420,000
2	21st N., 135th W. to 151st W.	2011	690,000
3	29th N., Greenwich to 127th E. (16")	2007	380,000
4	37th N., Greenwich to 127th E. (16")	2012	480,000
5	37th N. & 135th W. to NW Elev. Storage	2005	160,000
6	45th N., Webb to Greenwich	2011	560,000
7	47th S., Hoover to West (16")	2009	1,100,000
8	47th S., West to 3/4 m E.	2009	100,000
9	119th W., Carr to Pawnee (16")	2010	320,000
10	127th E., 29th N. to 37th N.	2011	370,000
11	135th W., 13th N. to 21st N. (24")	2007	540,000
12	135th W., 21st N. to 29th N. (24")	2004	590,000
13	135th W., 29th N. to 37th N. (24")	2004	540,000
14	135th W., Central to 1/3 m S. (20")	2007	150,000
15	135th W., Central to 13th N. (20")	2010	590,000
16	135th W., Maple to Kellogg (20")	2007	250,000
17	143rd E., Central to Siefkes (12")	2004	250,000
18	159th E., 13th N. to 21st N. (24")	2007	320,000
19	159th E., Kellogg to 3/4 m N. (16")	2010	320,000
20	159th E., 13th N. to 3/4 m S. (20")	2007	500,000
21	159th E., Lincoln to Harry (16")	2009	310,000
22	Aerial Photography and Ortho Photo	2006, 2009, 2012	450,000
23	Arkansas, 16th N. to 20th N. (20" & 8")	2005	460,000
24	Arkansas, 29th N. to 37th N. (20")	2006	930,000



	PROJECT CATEGORY	CONSTRUCTION YEAR	TOTAL PROJECT COST
25	Automated Meter Reading	2004 - 2007	2,000,000
26	Central, 119th W. to 135th W. (16")	2005	310,000
27	Cheney Watershed Protection Program	2004 - 2007	800,000
28	Clearwell Piping Connections	2012	500,000
29	Future Water Supply - Rights & Wells	2005 - 2013	500,000
30	Gold, 31st S. to 35th S.	2010	320,000
31	Greenwich, 29th N. to 37th N. (20")	2012	520,000
32	Harry, Seneca to Orient (12")	2006	200,000
33	Hess Motor Replacements	2004	1,000,000
34	Kellogg, 119th W. to 135th W. (16")	2008	510,000
35	Kellogg, 135th W. to 151st W. (16")	2010	510,000
36	Lincoln, W. from 159th E. (16")	2009	200,000
37	Mains for Future Development	2004 - 2013	30,000,000
38	Mains for Replacement & Relocation	2004 - 2013	35,000,000
39	Northeast Elevated Storage Facility	2004	1,610,000
40	Northwest Elevated Storage Facility	2005	2,800,000
41	Northwest Water Treatment Plant	2008 - 2011	12,000,000
42	Oliver, Pawnee to Geo. Wash. Blvd (16")	2004	370,000
43	Operating System Replacement	2004	500,000
44	Pawnee, 119th W. to 1/2 m E. (12")	2005	140,000
45	Planeview Consumer Line Improvements	2004 - 2007	400,000
46	Purchase of Rural Water Districts	2004 - 2005	1,000,000
47	Ridge, MacArthur to 36th S. (12")	2005	260,000
48	Security Enhancements	2004 - 2006	8,500,000
49	Southeast Pump & Storage	2010	1,300,000
50	Taste & Odor Control	2004	10,750,000
51	Treat. Plant Basin Sediment Removal	2004	2,500,000
52	Treatment Residual Relocation	2004	1,000,000
53	Tyler, Yosemite to 1/2 m N. (12")	2008	210,000
54	Water Master Plan (Update)	2008, 2013	1,000,000
55	Water Supply Plan (Phase III)	2004 - 2011	96,820,000
56	Wellfield Meter Replacement	2004	200,000
57	West, 47th S. to 1/3 m N. (16")	2004	180,000
58	West, Maple to Zoo	2006	230,000
59	Woodlawn, 2nd to Kellogg (20")	2006	680,000
60	Woodlawn, Kellogg to Lincoln (20")	2006	380,000
61	Yosemite, Tyler to 1/2 m N.W. (12")	2007	180,000